Lelegraphic dispatch to the Minister of Foreign Affairs of France, giving fresh assurances that the troops sent to Herzegovina were not intended to act troops sent to Hontenegrins, and that in no case should against the Montenegrin Frontier Commission meets at The Montenegrin Frontier Commission meets at Ragusa in the middle of July.

GREECE.

The liberal customs tariff adopted by the Greek Government exempts machines and implements for spricultural purposes from all duty on importation. The Greek Government has placed its subjects resident in Candia under the protection of the French Admiralty.

CAPE OF GOOD HOPE.

Cape of Good Hope dates are to May 21. A flerce struggle was going on between some of the frontier tribes.

Dr. Livingstone had met an enthusiastic welcome His expedition had left for the Zambera.

AMERICAN SECURITIES.

Bell & Company report a quiet market, and quotate membral United States Sizes, 162-56, 102-2162, ditto Bot 1538, 1013-123, Kethocky Sizes, 183-72, 28-39; Maryland F. 190; Marschinetta Fives, 1012-163; Okto Sizes, 1937, 952 Pennsylvania Fives, 77-278; ditto Bouds, 22-263; Tennes Sizes, 1931; Alabama Fives, 1932-27; Virigina Fives, 1833, 83; Illinois Central Sevena, 1932, Freeland, 74-276; ditto Siz 1875, 73-299; ditto Bares, 27-25 Michigau Central Eights, 18-187, 1939; ditto Sizes, 27-25 Michigau Central Eights, 18-204; ditto Issaes, 27-25 Michigau Central Eights, 18-204; ditto Sizes, 18-23; ditto Sizes, 70-278; ditto Sizes, 1933; ditto Shares, 70-278; ditto Sizes, 1935; ditto Shares, 70-278; dit Mortgage, 860 88.

Times of Friday reports actual sales of Hillness Central at 274 P cent discount, and of Eric at 16.

Passengers.

Mr. and Mrs. Westheld, three boys and servant: Miss Westheld, Mr. Prescott, lady, two children and nurse; Mrs. Richards Mr. and Miss Tuches, Mr. Jordan and lady, Mr. Winchester and Lady, Mr. and Mrs. Reed and two sons, Miss Reed, Mr. Meier heim and lady, Col. Bonany, Mr. Crowensheild and lady, Messre heim and lady, Col. Bonany, Mr. Crowensheild and lady, Messre Seyton, Perhand, Peroival, Douglas, Corden, Brittsin, Bony Seyton, Parken, Parkerson, Mondo, Lowell, Martin, Danger, Wray, Blake, Storgle, Patterson, Mondo Wallace, Rait, Sandenan, Lourner, Hirnst, Hill, Dike, Harding Wallace, Rait, Sandenan, Lourner, Hirnst, Hill, Dike, Harding Microson, Crabbiles, Baskworth, Whiteside, Lander, Minge Jones Byrnes, Theis, and Miss Spencer.

HALIFAX, Friday, July 16, 1858. The Canada sailed at 11 a. m. for Boston, where sh will be due to-morrow evening. Wind light from the nouthward; weather clear.

FROM THE TELEGRAPH FLEET.

THE NIACARA SPOKEN.

VERY BAD WEATHER THROUGHOUT.

Two Failures in Laying the Cable. SUCCESS STILL PROPHESIED.

Boston, Friday, July 16, 1858.

port, we have received the following: "AT sea, Sunday, June 27, 1858.

light, and weather hazy, saw two ships heading to the eastward. On looking with a glass found them to be the United States s'earn frigate Nisgara and her Majesty's ship Gorgon of the telegraphic squadron, and they were lying still, I at once tacked ship anstood toward them. At 11 o'clock a.m. was boarded b Cyrus W. Field, esq., and a lieutenant from the Nagara, from whom we received a letter-bag and th following communication, viz: That the squadron ha experienced very bad weather from the time of leavin; port, and were 16 days reaching their destination, an that they had made two unsuccessful attempts to lay the in laying upward of 40 miles, and were going song finely, when the communication suddenly cease at 12:55, Sunday morning, the 27th of June. The ship ben returned to the starting-point, and were waitin the return of the Agamemnon and Valorous, and a soon as they met a splice would be made, and aother attempt would be made to lay the cable. We lost night of the Niagara at 3:30 p. m., and as the og set in scon after, I do not think the squadron methefore the 28th. The weather since, for some days, he been foggy and unsettled. Mr. Field seemed to brin good spirits, and thought that they should yet succeed in laying the cable. The stormy weather had iterfered much with the success of the enterprise. Om of the ships had sustained slight injury-a coal-bunke breaking loose, by which one sailor had his leg broien and another his arm. All was well on board th Niagara; her machinery worked well and the sip performed well.

From the Plains.

St. Louis, Friday, July 16, 858.

Letters from Fort Kearney, June 30, say the Gen.
Harney's headquarters had been encamped thre six days, in expectation of the arrival of new instructions from the War Denstructions.

days, in expectation of the arrival of the arrival of the from the War Department.

A teamster had been tried and acquitted on the charge of inciting his companions to rob Capt. Han-share of inciting his companions to rob Capt.

tal expenses.

Cols. May and Morrison had passed Fort Kearney.

The latter gave Gen. Harney his first salute as Briga-

dier General.

A postecript to the letter says that an express has arrived, but brings no advices from Washington. We shall resume the march to merrow.

The Independence mail, with dates of the 15th ult. from Santa Fe, has arrived. The news is unimportant. A difficulty had occurred growing out of the persistence of the Indians in driving cattle and horses upon the hay ground known as Ewell Camp, near Fort Defiance. Major Brooks had been obliged to send a company of soldiers to drive the herds off and protect the ground from encreachments. Several extile and ponies were killed by the soldiers, and a skirmish occurred between the troops and Indians, but none of either party were killed or wounded.

Movements of Troops

RIOVEMENTS Of Troops.

Sr. Lours, Friday, July 16, 1858.

We have dispatches from Leavenworth to the 13th inst., per United States Express to Booseville, saying that an express arrived there on that day from Gailbard and Fort Kearney. Col. Mouroe's column was beyond the South Fork of the Platte, and Col. May was a short distance in the rear. The headquariers and all the columns were well and in splendid condition.

A dispatch dated Nebraska City, 5th inst., eags trains just arrived from Fort Kearney report that the efficers at the fort had received the intelligence that Geo. Johnston had entered Salt Lake City with his theops. This, however, is probably a mistake.

The Arabia Outward Bound.

Halifax, Friday, July 16, 1858, The Reyal Mail steamship Arabia sailed from this port at 14 o'clock this afternoon for Liverpool. Weather clear, with a light south wind.

Sad Accident at Cape May.

Special Disputch to The Philadelphia Bulletin.

CAPE ISLAND, Friday, July 16, 1868.
William Hickey, a white waiter at the United States
Hotel, was drowned yesterday afternoon, while bathing. His body was recovered this moraing, opposite
the site of the Old Mt. Vernen Hotel, having been
washed sahore by the surf.

New Bose Balt. Chen .- A new junior base bal club was organized in Bast Brooklyn June 3, 1858 under the name of the "Pheaix Base Ball Clab o East Becoklyn," C. Justison, President; Charle Richards, Vice-President; Phillip Hibbs, Secretary Oliver Willetts, Treasurer. Directors: George A. Adams, Joseph Frost, George Shumway.

FILLIBESTERISM.-A public barbeque was given near Montgomery, Alabama, on Saturday, at which Ricareguau speeches were made by Gen. Wm. Walker and the Hoe. Wm. L. Yancey.

ANOTHER INTERNATIONAL BRIDGE,-The Canadian Parliament has passed a bill authorizing the Grand Truck Railway to throw a bridge across the St. Clair River at Port Samia-the coment of Michigan, of course, to be first acquired.

Tunion County, Mississippi, is nearly all under water. Hardly a plantation has secaped. The river is three feet higher than it has ever before been known. A great many crevases have occurred, the principal of which are at Bewie's Point and McKlosty s Bayou.

TERRIBLE ACCIDENT ON THE NEW-YORK AND ERIE RAILROAD.

TWO CARS SMASHED. SIX PERSONS KILLED.

ABOUT FIFTY WOUNDED.

FULL AND AUTHENTIC PARTICULARS.

Another terrible destruction of human life and limb occurred on Thursday night on the Eric Railroad, near Port Jervis. The 5 p. m. express train for Duckirk, when six miles east of Port Jervis and about three minutes' walk from Shin Hollow Watering Station, encountered a broken rail in the track. The engine, tender, baggage car and three passenger cars, passed over the gap in safety; but the two last passenger cars swung off the track, and, after running off the track about twenty five rods, the coupling parted, and they were hurled down a declivity thirty feet deep to the meadows below. Before reaching the bottom the cars turned over twice; the first time the sides were burst open, and subsequently they were split up into minute pieces, and their human contents strewn about the greensward, wounded, dying and dead. As soon as it could be done the train was checked and backed, and the horror stricken inmates of the other cars hurried to the rescue of the injured. Both of the overturned cars were full of passengers, and the consequences of the disaster were most appalling. Five persons were instantly killed.

The ruins of the care were all blood-stained, and seemed to be instinct with life, as scores of people, suffering from every conceivable form of mutilation, crawled from under their fragments. As soon as it could be accomplished, the victims of the disaster were borne to the care, where their wounds were temporarily bound up, and the train set off for Port Jervis. On arrival there, they were immediately carried to the hotels, and all the medical skill that the neighborhood afforded was brought into requisition. Thus far there have been six deaths, and it is feared that others will die. Those who were in the cars at the time state that they were overwhelmed in an instant, without the slightest warning, and hurled from their seats in every direction, with terrific violence. The seat backs flew over, wounding and maining many, and the eplinters did the rest.

FROM OUR SPECIAL REPORTERS. Our special reporters returned from the scene of the

accident last evening, with the following particulars: The President of the Erie road heard of the disaster about 10 o'clock yesterday morning, on his arrival at Through the kindness of Capt. Joseph Cummings of the office (although the telegraph operator of the the ship Alice Munroe from Liverpool, arrived off this company received the particulars on the previous port, we have received the following:

night:

company received the particulars on the previous night; and at once dispatched a locomotive and cars, with the Vice-President, Mr. Headley, on board, hav-"Lat. 52 5 N., long. 33 15 W., wind west and ing previously telegraphed to all trains to give way for them. The woodwork about one of the axles took fire. whereupon the special train was necessarily abandoned at Paterson, and the Vice-President proceeded on the way-train from that station, arriving at the scene of the accident about 4 p. m. Some 30 men were found there engaged in clearing away the wreck.

According to our best information the train consisted of two baggage and five passenger care, all of which were full. The accident occurred on the down grade from the summit, upon a perfectly straight track in Shin Hollow, about five miles from Port Jervis. A piece of rail about two feet long here broke out of the track; three passenger cars, however, passed over safely, although their inmates feit a jolting; but the wheel of the fourth car sank down, and the cars ran off the track. The fifth car followed the same course. Both dragged along by the side of the track about 25 rods, the last one slewing around almost across the track and overturning; the couplings were wrenched asunder and the two cars rolled down the embarkment. The second of them rolled over once and a half, resting on the roof, and was broken into small fragments. The fourth car rolled over once and brought up against a pile of stones, crushing in the side and tearing some of the seats away. The people from a way-train standing just below, at the water ing place, ran to the assistance of the injured, and uniting with the uninjured passengers in the express trair, extricated the sufferers, and carried them to the top of the embarkment. The accident occurred about 9 o'clock at night, but the wounded did not arrive at Port Jervis until about 121. Five persons were taken out dead, and about fifty injured. Another person died soon after reaching Port Jervis. The sufferers were carried into the Fowler House and the Delaware House. Thirty-six persons were received in the former place, and the remainder

The following is a LIST OF THE KILLED. 1. HARVEY WOOD, Wellsborough, Tiega County, Penn. (supposed from papers found on his person).

2. A German, name unkown, supposed to be Isaac SHULTZ of Buffalo, from papers found in his chest. of Mr. Ray, barber a Binghamton. Her infant, which she was holding at

the time of the accident, escaped unicjured.

4. A child of Mrs. TURNER, realding corner of Ninti avenue and Twenty-seventh street, New-York. 5. A child of Mrs. Bnows, Waterbury, Conn.

6. G. W. ROBERTSON of New-York. His remains were removed to New-York yesterday in charge of James Lards. It was said that he was an Obio cattle-

LIST OF THE WOUNDED-AT THE FOWLER

HOUSE. C. F. Bedell, New-York, badly bruised. Mr. Brown, Waterbury, Conn , ankle much injured Mrs. Brown, his wife, severely injured about the ody. Her child, four years of age, was killed.

Lawis Lay of New-Orleans, injured in breast, ribs and back, and suffers severely; may recover. Mrs. Lay, his wife, was thrown under the roof o the cars, and was injured badly by people walking

over her while getting out the others. She had nearly recovered yesterday. His son, four years old, escaped

CHARLES BARRETT, Cleveland, O., thigh broken and injured about the head and body.

W. M. Horros, lawyer, No. 62 William

New-York, badly cut near the eye, and arm and leg ADAM RAY, barber, colored, Binghamton, dislocated

his shoulder, and was much bruised, came on to this city last night with his wife a body. His child escaped unir jured. JOHN WEYLAND, Dubin, Iteland, on his way to Toronto, injured about limbs and theat: was walking

A. Hoover, New-York City, injured about the head Ewil Hass, New York City, arm, shoulder and

head bruised. S. S. HILL, Portland, N. Y., bruised.

A. T. Bages, same place tot much hurt.

Mrs. R. D. Choshy, Stether County, Ljured in the back, and yesterday after medical attendance, sat up. Mrs. CROSEY's son, a child somewhat injured.

Mre. CLIFFORD A. BAKER, Buffalo, N. Y., bruised about the head and body, but not seriously. Mrs. R. P. TURNER, No. 299 Minth avenue, Nov. York, was on her way to Ohio with three children, to see her parents; was not much injured. One of her

children was killed. PETER WEAVER, Susquelacus, Pa, eligatly injured. The following were elightly injured: Samuel Camp, Idinois, left for home yesterday:

J. Lanns, New-York, returned home R. Jaynes Illinois, returned home.

S DUNBAM IOWS. E. DUNHAM, Owego, N. Y. taken home by above. J. N. MCFARLAND, Ohio, laft fer home.

GFO. SILVER Woodstock, Canada West, gone doms L. J. Howatt, New York beturned bear

J. N. Moraissos, Illinois, returned home IFA BASH, Platteburgh, N. Y., returned home. H. E. SMITH, Platteburgh, N. Y., returned home.

W. Rosz, New-York, returned nome. - McKrr, Steuben Co., N. Y., returned home. Mr. Sickle, blind, Binghamton, N. Y., much injured, removed home on a bed.

AT THE DELAWARE HOUSE. JOHN E. WHITE, No. 127 Bleecker street, New-York, seriously injured internally; slight hopes of recovery.

BRIDGET GRAY, Brocklyn, slightly injured. Mrs. F. LEAVENS, Brooklyn, bruised about the body. and suffers much. Had four children with her, all of whom escaped uninjured.

Prof. J. L. PEET of the New-York Deat and Dumb Institution, slightly bruised in the face.

Mrs. PERT, his wife, deaf mute, cut about the face, and badly sprained back; quite low. Her child was bruised about the face. .

PHILO PADDOCK, deaf mute, Chatanque County, bruised in the face. Miss East on, deaf mute, Chatanque County, slightly

NATHANIEL K. BARNES, deaf mute, severely injured about the head, and last night there were symptoms of

mental derangement. W. M. FARNHAM, deaf mute, residence Port Jervis.

badly injured about the head. Prof. Peet had all the above mutes in charge. They were going on a trip to Dunkirk to spend the Samme G. W. Gill, Fairfield County, Ohio, badly bruised,

but improving. LIST OF WOUNDED NOT REGISTERED AT THE HOTELS.

NATHANIEL H. BARNES, mule, Sparta Roma, slightly riured.

JOHN W. BEALS, Boston, Mass., slightly injured. L. F. Howell, Meadhill, Pa., slightly injured. P. P. SWARTS, Utlea, Licking County, Ohio, slightly

A. Hoot et, New-York City, slightly injured. Mr. HAAS, of the firm of Emil, Hass & Co., No. Broad street, New-York City, slightly injured.

MICHAEL CONKLING, Jacksonville, Ill., slightly in-HENRY SMITH, Pratteburgh, Steuben County, N. Y. slightly injured.

A. F. Baggs, No. 45 William street, N. Y. City, badly injured. Mise WENMAN, No. 62 Pacific stre slightly injured.

JOHN ARNOT, Elmirs, slightly injured C. C. MURRAY, Narrowsburgh, sligh 1 1116 The Rev. EDMUND B. PALMER, No. 4 1 statreet,

Bosten, slightly injured.

D. W. Seelley, Elmira, firm of Seeley, Watkins & Sherman, Elmira, slightly injured. PHYSICIANS IN ATTENDANCE.

Drs. Hardenburgh, Van Eten, Robertson, Lawrence, S. Stevens, Brooks of Binghamton; Apley of Cochecton, Bonneville of Milford, Pa. The above were in attendance all night and all day yesterday.

Mr. Headley, the Vice-President of the Eric Railroad.

visited the patients, and assured them that the Company would bear every expense attending their illness. CORONER'S INQUEST.

Coroner L. L. Harding convened a Jury of the citi-

zens of Port Jervis at noon yesterday. The Jury viewed the ground, and after returning, testimony in reference to the breaking of the rail was taken. The conductor, Thompson, testified that there were about 80 passengers in the two cars. No conclusion had been arrived at when our reporter left. The conductor has been twelve years in the service of the Company, and this is the first accident that has occurred to a train under his charge. He was on the forward part of the car when the accident occurred.

Mr. Shaw, one of the conductors of the Eric Railroad, came down on the 4:45 train yesterday afternoon, and states that Mr. and Mrs. Brown of Tioga Valley are both so seriously injured that it is thought they will die. Their son, four jears of age, was killed by the accident. The Rev. Edmund B. Palmer of No. 18 Poplar street, Boston, is not expected to recover. Mr. John E. White of No. 127 Bleecker street, New-York, is also in a very critical condition, being injured inter-

NICARAGUAN AFFAIRS.

SUPEREMINENTLY "ASTOUNDING

The Charter of the Canal Company

ANXIETY OF THE PRESS-PROSPECTUS OF NICA-RAGUAN NEWS-THE LONG SUFFERING OF SENOR IRISARRI-CYRENIUS FITZGERALD'S THE CANAL COMPANY-PRIVATE LETTER FROM SAN JUAN DEL SUR-NEWS BY THE LAST STEAMER.

ANXIETY OF THE PRESS.

To the Editor of The N. Y. Tribune.

Size: My letters communicating to The Tribune of
June 28 and 29 the only reliable or really important ininformation regarding the Nicarsguan Transit have made a singular impression upon a portion of the press. Without power either to refute or to confirm what I have advanced, they publish columns of "editorial" on Nicaraguan affairs, composed entirely of conjectures, and closing each day with a petition to enybody" for news.

The "corjectures of the press in regard to the

Nicarguan Transit," if collected, would make a large and solid volume, of which any one page would convey as much valuable information as any other. The more restive and intelligent papers, dissatisfied with that drowsy and stupid style of treating an important and pepular topic, have fallen into a comical expedient. bey rudge the steamship men, and wink at them. I say, look here, how long 's this going ou? Wake ing in stocke? Let a fellow in; now do. Send a a few bints.

PROSPECTUS OF NICARAGUAN NEWS. Things have accumulated in such masses, I am not

xact as to what I shall communicate. Whether to give you, first, a secret history of the "American Atsatie and Pacific Ship Canal Company;" exploits and adventures of their agents in Nicaragua; how the charter was bought without money; how "fine words do butter parsnips," notwithstanding the stupid old proverb: secret history of the Canal Company in Washington; how the support of "influential parties "car trumpets" -was secured in Washington; how the Transit are was trotted before the White House, and on the steps of the Capitol; how the assmanship of the rider was admired; the littleness of the steed ard the bulk of the rider; secret history of the Canal Company in New York: a chapter of pork and "cabbage: 2 500 cabbage leaves; 400 cabbage leaves, &c. &c : low the wird of adversity blew away sev eral icts of excellent cabbage scrip out of Escrow, and how Jack ran after them to no purpose: visit of "Cirizen" to Escrow; description of the country, how "Citizen" saw a whole Canal Company in Escrow, and likely to remain there, &c., &c. A NEW PEVOLUTION TO BE EXCITED IN SICARAGUA TO RE-ISTABLISH THE CHARTER OF THE CANAL CON-

The Canal Company, disgusted with the conduct of

Presiden Martinez, who has sold the Transit to Vanderbilt for hard cash, have fallen upon the old and wicked idea of exciting a revolution in favor of his rival, Gen. Jerez. Months ago the threat was held out over the head of Martinez, that he must sustain the fortunes of J. L. White's Transit Company, on paril of oring his Presidency. Now is the Walker to step forward and offer his services to the Company. Defeated in his negotiations with Vanderbit by the success of that operator in securing a char-ter through Webeter, Walker fell back into his own position of waiting the events of the Tremit squabble. R volutice and differenterism are the two wespons

which each Trazeit operator uses to destroy his rival and procure the revocation of his charter.

There is reason, however, to believe that this last desperate, wern-out move of the Company may have teen placeed too late. The arrival of the loan at San Juan del Norte le not a favorable crisis for displacing Martinez or procuring a revocation of the new Vanderbilt charter.

HOW TRANSIT STOCKS ARE MADE TO FALL.

The stock operations of a Transit Company have two sides-first, in the rise of the stock, and second in a sudden and tremendous fall, brought about by stirring up a revolution on the Isthmus, or by letting loose a horde of fillibusters from the South. On the rise and on the fall equally, both being strictly business operations, the profits are enormous, and both classes of profits go into the same pockets. It was probably for this reason that Vanderbilt, good man, did not wish to put his motey into White's Transit Company. He was liable, at any moment, to have his stock, a million or so, knecked down to nothing by a fillibuster move or a revolution planned without his knowledge in his own office. "Short sales" are well understood by the managers of Transit Companies. I sketch these matters lightly at present, reserving the heavier tints for

Is Seber Yrissarri aware of the plans in agitation for displacing President Martinez ? It may be that, in his private opinion, a change would be favorable. No matter, time is the great revealer. Meanwhile the steamers Washington and Hermann have gone into that ever-lasting place called Escrow again. The party who made the arrangement is to resp some \$17,000 by the bargain. Who pays this morey? The Canal Com-peny? For whose benefit is it paid? Is this arrange-ment one of the same character with Webster's sale of the lake and river eteamers to the Company-of which sale there were two accounts: one the private minutes of the Company; the other in the hands of Websterthe difference, 400 odd shares of stock, dropping, through the name of an agent, into the pocket of a manager? Will the Secretary of the Company oblige the public with a copy of the secret entries, to complete his published account of that sale? Was there not a similar arrangement in that eternal "Escrow" purchase of the Orizaba and Sierra Nevada steamers defeated by Vanderbilt? Did the Board of Directors, or any other person, compensate the Company's manager in that sale in the amount of \$250,000? Let us have the

THAT \$60,000 TO NICARAGUA.

The Company at some period of its history (here is the memorandum) proposed to pay some \$60,000, or thereabout, to Nicaragus, cash, when they were able. Was that money to be paid to Nicaragua, or was it to be divided in New-York, and to whom? A stockholder is anxious to know; in fact, several stockholders. The person who has agreed to pay \$10,000 of private debts on Monday, if there be any such party, on the delivery of the steamers Washington and Hermann to the Company, will undoubtedly be able to give us a minute and correct history of all the above little transactions. Those steamers are to be passed over to the Company and sent to San Francisco. By the time they arrive there the Orizaba and Sierra Nevada will be on the line between Nicaragua and San Juan del Sur. Fiat Justitia. The fools are not all dead yet.

THE LONG SUFFERING OF SR. YRISSARRI. The representative of the Guatemalan, San Salvadorien and Nicareguan Governments in the United States, Sr. Antonio José de Yrissarri, a diplomatist of thirty years' experience, highly connected in the Old World, respected by our own Government, a friend of Gen. Cars, favored by Mr. Buchenan, and generally liked and even admired in the diplomatic circles of Washington, that gentleman adds to the golden virtues of pru-dence, silence and direction another quality common to martyrs and diplomatists—the merit of long suffering.

This gentleman has no prejudices. It is not of the slightest interest or consequence to him, as the representative of Nicaragua, whether Jack Falstaff White of the Bowling green, or the steam and iron Commodore, are to open the Transit. Is the position of Senor Antonio José de Yrissarri one of absolute neutrality We are led to hope so. It is true that not many days ago he signified his desire to hold a pleasant social chat with the family party at No. 3 Bowling green; he wished to ask Jeck about his health, and how he was getting on; whether the Washington and Hermann, or any other steamers, had "dropped in lately to see the family; he was afraid there might not be enough in the cupboard to entertain such fashionable and expensive visitors, and was ready just to advise the family, in that case, to breek up housekeeping. Herce our sudden and unexpected negotiation for the ocean steamers, attended, as usual, with a handsome

boxus in prospect for ourselves. Sepor Yriseari acted under the advice of the family physician, of No. 3 Bowling green-s person whose name I shall not mention, but whose devotion to the poor old Company is a remarkable and touching instance of the pursuit of friendship under difficulties. The good Doctor —, a man of sound sense, but infatuated, visits the concern periodically, soolds vehemently, advises strong remedies, and "puts it in the bill." But it is bad policy to go on prescribing for decayed old carcasses like the Canal Company, keeping five millions of men waiting at the gate of the world's commerce in anxiety and rage, while the miserable volunteer porter tugs vainly at the massive portal, unable to budge it, or even to turn the key of credit, with never so much oiling, in the great wards of the rusty Nicareguan lock.

CYRENIUS FITGZERALD'S OF MICON OF THE CANAL

COMPANY.

A gentleman named Fitzgeral i, an old resident of Nicaregus, whose beautiful cottage on the Transit road, near San Juan del Sur, attracts the notice and admination of travelers, writes to a friend in this city, a stockholder in the Company, in no very encouraging strain. His letter, which lies before me, is dated San Juan del Sur," June 1, 1858." "I am growing anxious for the establish-

ment of our Company, for I am nearly tired of waiting

for them "-i. e., for Jack and his friends. "The thou sands of reports we have buzzing in our ears keep one in constant low spirits. I had counted greatly on the steamers Orizaba and Sierra Nevada being in possession of our Company; but on hearing to the contrary, it seems again to look more discouraging." Poor Fitz! "I had heard that Van."-the steam and iron mar-" controlled them long since, but could not be lieve it. I presume Body's arrangement for the lake and river boats will be ratified by the Company." Those arrangements, I am informed, had no money is them, and were consequently disarranged by Vanderbit, who had a prior title by virtue of Webster's sgency, as expressed in the contract male with Body, "Miller," an agent of Vanderbilt, " is at Managua. He has raised the Clayton (steamer, on the river." Miller hed funds. "Scott," an old agent of Vanderbilt, bas a powerful control over Punta Castillo" (at San Juan del Norte) " yet. The Webster arrangements" (contract for Vanderbilt) " has made a great stir in Granada." "The United States Treaty is still in the

hands of (President) Mertinez. We think he will hand it to the Assembly with a favorable communication. Felix Belly has departed, he says for Europe. I mis-trust his mission to Washington. He offered to build a railroad between Granada (on the lake) and Realejo (on the Pacific) for the privilege of a strip of land two leagues wide the fu'l length of the line. His proposal was defeated. Juares (Sec. of State) has resigned. Centez is his successor. The (Fransit) road is in telerable good order. The Virgin steamer is run-ning (on the lake.) The chilers is traveling slowly to the southward. All public questions are in statu

This gentleman has put the Transit road in tolerable order, at his own private and preper cost and charge ready for any persons who may desire to pass over. He understands very thoroughly the affairs and busi-tess of the Isthmus, but, like many others, is easily derk and troubled about the Canal Company. His let-ter was written on the let of June last, he did not knew of the famous "Act of Incorporation" gracted by Nicaregue to Venderbilt, and published exclusively in

THE TRIBUNE of June 29. THE NEWS BY THE LAST STEAMER. The correspondents of the New York Press of San Juan del Norte have announced the arrival of Messra. Webster, Allet and Gettle at that port with \$100,000 in specie, to be peid over as a loan to the Niearaguan Government. The particulars of the Vanierbilt arrargement, the sending of the load, its amount, and a variety of entertaining matter beside, were published in THE DAILY TRIBUNE of June 28 and 29. The partion'ars which you learned through me, however 'actourding' they may have appeared to the usen-

ightened, are being gradually vended by events. The payment of the loan to the Nicaraguan Government, on the delivery of the boats and the charter, gives full effect to the "Act of Incorporation." The lice, I repeat, must be opered in ninety days from the exchange papers. Mr. Filzgeraid has put the Transit Road n telerable order. There is a steamer running on the iske. There are four serviceable river boats. The Orizaba and Sierra Nevada are ready at San Francisco. One of these ships will doubtless take the first crowd of the grand Frazer River and Puget Sound emigration from the Atlantic States.

Do sanguine Jack and his friends believe, for one mement, that Mr. Cass or Sennor Yrissarri, or Mr. Bucharau, will interfere to prevent other American oitzers from opening the Nicaragus line? Are they so dull as to fancy that a few complimentary letters from Mr. Cass. (good gentleman!) addressed to Rosy Jack. promising to protect "all rested rights of the Canal Company," or of any American association in Contral America, or in any other part of the world, will keep the transit gate closed against the world's business and emigration until he, Jack Falstaff of the Bowling Green, shall have found a fool rich enough and silly enough to pay him to get out of the way with hi pepers, or some still mere innocent party who will allow himself to be made the victim of double papers. contrived for his dishonor and his rain?

Jack has got papers. Egad! much good may he get by them. Other people have got papers from Jack and his Company, bad 'sess to them-enough to high fires in the Company's kitchen for a week-and what are they worth ? a day's laughter-no more.

No. Neither Mr. Caes, ner Mr. Buchanan, noany power in heaven or earth—excepting always the Pansma Company on the one side, and Jack and his pa-ay-pers on the other, will place any obstacle, however small, in the way of any man who is willing and able to open the Nicareguan line in ninety days. THE CANAL COMPANY'S CHARTER.

Opening Transit lines is not an affair of paper, but of money, iron and steam. The Charter of the "American Atlantic and Pacific Ship Canal Company" is an excellent specimen of "paper." If charters alone were sufficient, if good management, credits, ability, secrecy and dispatch were qualities wholly superfluous in the conduct of great affairs, then would the Charter of the Caral Company itself, by its own intrinsic paper merits, have long since opened the Nicaraguan Transit, But, though charters have their date, and live, like lies and double-faced bargains, only for a time, cash is eternal, and, like the morning, always young.

REVISED CONTRACT OF THE CANAL COMPANY.

eternal, and, tike the morning, always young.

EEVISED CONTRACT OF THE CANAL COMPANY.

Whereas our most esteemed Don Antonio Jose de Vrisard, Envoy Extraordinary and Minister Plenipotentiary to the Ilnited States of America, did, acting under the authority given him mass, concide and stem in New York, on the 19th day of June, 1857, a convention with H. G. Stebbins, esq., President of the American Atlantic and Pacific Ship Canal Company, for the transit across the territory of thie Republic, and by means of an interoceasic railroad, which convention reads as follows:

Conventions made between the Republic of Nicaragus, through its Envoy Extraordinary and Mainter Plenipotentiary appointed to the United States of America, and the American Allantic and Pacific Company.

Midmin and Pacific Canal Company.

Midwin and Pacific Conal Company.

Midwin and Midwin and Contract was ratified by the Congress of the Republic of Nicaragus on the 22d day of September, 1840, and was afterward amended on the 2th day of March, 1850, and was afterward amended on the 9th day of March, 1850;

"And whereas, by article 2 of said contract, the dimensions of the 11th of April, 1850;

"And whereas, by article 2 of said contract, the dimensions of the 11th of April, 1850;

"And whereas is has been ascertained and determined by careful and thorough casminations, made by competent engineers, that a canal of the dimensions required in and by the aforesaid company are defined and forcel:

"And whereas is the two oceans, should the construction of the said canal become impossible for reasons therein named;

"And whereas is a stilled 20 of said contract, the said Company are fulled to state of the same between the two cocans of a day of the company and feeding and the constructed and water communication sh

Ocean.

"ART. 2. Article 6 in the primary contract is hereby stricken out and reach ded, and, in lieu thereof, the following is inserted, viz.; The said State shall receive \$1.50 of lawful money of the United States of America, or the equivalent thereof in Nicaragan currency, for each and every adult passenger carried by the said Company across the State, and for every passenger under 14 years of age to carried by the said Company 75 cents of the said awrul money of the United States of America, or the equivalent thereof as aforesaid. The said sums shall be paid at such time and place in Nicaragna on the line of transit or in New York as the State may designate; and for the purpose of ascertaining correctly the number of passengers conveyed, two copies of the way thill, or passenger-list, for each voyage shall be accurately prepared, and on the atrival of each steamer in either port of Nicaragna conveyed, and on the atrival of each steamer in either port of Nicaragna conveyed by the Company for the use of their steam.

thereof as shoresid. The said sums shall be paint a such that and place in Nicaragua on the line of trainsit or in New York as the State may designate; and for the purpose of ascertaining correctly the number of passengers conveyed, two copies of the way bill, or passengers on passengers conveyed, two copies of the way bill, or passenger of passengers conveyed, two copies of the way bill, or passenger list, for each voyage shall be scenarately prepared, and on the arrival of each steamer in either port of Nicaragua employed by the Company for the use of their stramating, or so soon thereafter as the same may be demanded, shall be delivered to the officer or agent of the Government of Nicaragua daily authorized to receive the same, and and said State shall, by such person as it may appoint therefor, have the right at all times to board any steamship or other vessel of the Company, and to visit any office of the same, and inspect the original way. This article shall apply to all passengers conveyed by said Correpay. This article shall apply to all passencers conveyed by the Company by carriage road and water communication during the two years allowed for the construction of the radiroad.

Arx 3. The said Company shall not be at history to bring to the State of Nicaragua any passenger, and to receive passagemoney from or sell a passage-thicket to any person whatsoever, with a view to such passenger landing and remaining in said State, unless such person or passenger shall be provided with a passport or permission, in writing, signed by the Coman, or such other spent of the State of Nicaragua in said Republic as may be designated and residing in the port from which said passengers, called 'through passengers,' to be conveyed across the transit apart of an entire voyage, and coming from one port in the United States to another port therein, or to any divid officer of the United States to another port therein, or to any divid officer of send the conveyance to and landing in Nicaragua of such persons as may be intunio

Signed and scaled, this 19th day of June. 1857. In the City of New York, by Don A. Jede Yrisarri, Envoy Extraordinary and Minister Picalpotentiary, appointed by the State of Nicaregue for the United States of America, and by said American Atlantic and Pacific Ship Canal Company.

L. S. H. G. STERBINS, Prost.

"And being satisfied that the aforesaid Convention is advantage on the interests of the Republic in all and were one of its atquaisting, we have succepted, approved, ratified and confirmed the same; and we do by these presents, signed by us, scorped, approve, satify and confirm it; promating, in behinf of the Republic, to seep and observe it inviolably, and without permitting their being directly or indirectly, or in any manner whatever, centravened with. This Convention shall be of no value whatever until it shall have been cell-versed to the Company by our Minister, Don Antonio José de Yrimarii, he being authorised not to make such delivery if he does not think proper to do so.

"In teelimony whereof, we have affixed the seals of the Republic, and of the undersigned Secretary for Foreign Affairs. Given in the City of Santiago de Managua, on the 27th day of July, sighteen hundred and fifty serves.

"It is "AXIMO MERFO."

"It is "AXIMO MERFO."

"It is "I JULY REE".

Whereas I, Den Antonio José de Yrimarii, representing the

Whereas I, Den Antonio José de Yslaurri, representing the Government of Nicaragua, by victor of the most steple authority, conferred on me by the said Government, have required the American Atlantic and Pacine Ship Canal Company to make set aim explanation of come articles in this contracts of the 27th of August, 1849, and of the 19th of June of the present year, and

whereas the aformeral Company have deemed it to be for their interest in make such expansations, so the undereigned, or behalf of our respective principes, have garned as believe, viz.

I The said Company streets have somed as believe, viz.

I The said Company streets are to been their certificator of segment of their capital stress the Isthmas of Nicarages within ninesy days from this date. The notice measurement is article of the contract of the 17th of August, 18th, and required to be given to the State of Nicarages, of the expensing of the state books to appearing to a said books, in order to secure to the said State they are the principles of all holds, and the said State that of the said books, in order to secure to the said State the pulsage of a said holds, in order to secure to the said State the pulsage of the charge of and taking attack by the amount of two humbred those of any latest the said Vissagra state the point of said books, and such notice to the said Vissagra shall be held to be as who as the contract to the said Vissagra shall be held to be as who as the contract to the said Vissagra shall be held to be as who as

2. The Company shall not issue more than thirty thousand shares of one bondred hard dollars each, which number of shares shall represent all the stranges to serve on both occase, on the view and the late, all which atenuers shall belong to the Company, as size he related with all its apportenences and all other respects; tables and sharehies belonging to the said Company. The Minister or Charge distributes following to the said company. The Minister or Charge distributes of Normana in the United States, or such person as may be appointed for the purpose by the Government of Niconana, shall have the right of examinization that the certificates and other books and pages of the Company what may be necessary to ascertain whether the issues of share accord the number themes slappiated.

4. The Company shall pay to the Government of Niconana, in the City of New York, or on the latter may determine, it in the State of Niconana, as the latter may determine, the one slatemint part of all same of money, remained thus, betterin, advantages, as the latter may determine, the one slatemint part of all same of money, remained thus, betterin, shreather, explainten or arrangements conducted, but the company shall receive, obtain or derive, directly or indirectly, but the carrying of all main matter, and from any contacts, agreements, negotiations or arrangements conducting main. The efficial correspondence of the State, as assued in Article 25 of the contract of the 7th of August 1975 shall be on exactly the Company in a separate and designed for any place in Niconana shall be the remained of the route as the State may designate, all other main matter conveyed by said Company, and designed for any place in Niconana shall be each of the route as the State may designate and shall be carried in a separate and distinct by. The letters addressed by the Company to the said line as the State may designate and shall be carried in a separate and State by a contract of the route as may as the between the Government of the state of a cont

York.

A in the formation of the colonies which the Company is a

A in the formation by virtue of Articles ? and 23 of the co-

York.

6. In the formation of the colonies which the Company is anotherized to establish by virtue of Articles 27 and 23 of the contract of the 27th of August, 1819, the Company agrees not to take any colonies which a parsport from the Minister of Nicarana is the United States, or, in his default, from the Charge d'Addison, or, in his default, from the Charge d'Addison, or, in his default, from the Consultation of Nicarana is the United States, or, in his default, from the Charge d'Addison, or, in his default, from the Consultation of the Covernor of the Council Covernal. These representatives and officers may refuse pasports to persons against whom they may have any objection.

7. Each one of the colonies that may be established shall have a Governor, to be appointed by the President or Executive Power of the Republic, which Governor shall cause the laws of the country to be observed; and the coloniate shall not be except from the policy service and the defense of their colonies, which services they shall perform gratuitently, as they are except from the policy service and the defense of their colonies, which services they shall perform gratuitently, as they are except from the policy service and decfared by the Government of the services.

8. It is understood and decfared by the Government of Micarana, and by the aforesaid Company, that nothing contained in the aforesaid convention of the 7th of August, 1949, or in the amendments thereto, or in the contract of the 18th of August, 1851, between the State and the Company, or in the foregoing convention of the 18th of India of the 18th of August, 1851, but were the 18th of India (18th of India (18th of India (18th of India) (18th of India (18th of India) (18th of India (18th of India (18th of India) (18th of India (18th of India) (18th of India (18th of India) (18th of India) (18th of India (18th of India) (18th of India

ber, 1957.

Before the signing, realing and delivary hereof, the words," the value of were stricken out in article third hereof, and the words "all yells at easiers shall belong to the Company" were later intellected third article hereof.

H. G. STEBBINS, [1, 5, 7]

[1, 5, 1] A. J. DE IRISARRI.

ADDITIONAL ARTICLE—It is understood and agreed that nothing in the above fastraments contained shall prevent the above named Company from having full power and liberty to charter and hire any and all river, lake and ocean steamers for the acressist transit for the appear of one year from the date hereof, full authority and permission being given to said Company for the purpose—October 28, 1857.

H. G. STERRINS

[L. S] A. J. DE IRISARRI. The above charter was confirmed by the Congress of Nicaregua on the 14th of November, 1857, and from

that term to the period of limitation was a good piece of paper; but there is no provision in this contract by which the Government of Nicrragua is bound to keep the Transit line closed, and to exclude all other con tracting parties until the Company shall see fit, or shall be able, to commerce operations. On the coninterested, that the Government of Nicaragua always reserved to themselves the power and privilege (which is deed could never depart from them) of sub-contract itg with any parties who we case the Canal Company failed to do this in a reasons

5,600,000 of persons on the shores of both oceans who depend, in some degree, for comfort and prosperity on the opening of the Nicaragua line, the going of the whole question of "right" into charcery would not retard the operations of any other contractors who may be able and may desire to open the line.

Fortunately for California and Oregon, and the

I have already occupied more space with a dead, dry subject than I am entitled to in a daily newspaper, whose columns are dedicated to things living, and not to overgorged and bursten bodies, fit only for the cart

of the scavenger.

The Canal Company was converted, under pressure into a stock bubble. When fishes are dragged up from great depths in the ocean, where they have lived under pressure, their entrails rush out of their mouths. So with inflated stock companies: when they are dragged up to the surface their windy dishonesties burst out of their mouths, and they die miserably in the light of CITIZEN day.

ANOTHER TRAGEDY.

WIFE MURDERED BY HER HUSBAND-AT-

TEMPTED SUICIDE BY THE MURDERER. TEMPTED SUICIDE BY THE MURDERER.

We were shocked again last evening by intelligence that another murder had occurred in this County. Intelligence came from West Rush that a tragedy had occurred there—that a man had stabbed his wife fatally, and then endeavered to kill himself with the same holfe. Our informant was sent by Judge Sibiey to procure the attendance of a Coroner, and knew nothing of the details of the shocking affair.

Coroner Quin went to Rush last evening, and his reurn was expected this morning, but as we write he had not come, and we are therefore still without particulars, but he may yet possibly return before we go to press.

to press.

A correspondent of The Democrat has sent that A correspondent of the affair, and attributes the deed to I quor, which was combiles the cause. The writer

"One Webb, of this town, had been to Scottsville in the afternoon, and returned partially intoxicated. Just at the edge of the evening line. Webb started to visit her son's family, a quarter of a mile off in the village, and was followed by the old man and convict her had been abusive and threatening, went along between them, to keep his father with a fether abusive and threatening, went along between them, to keep his father from harming his mother. They had proceeded but half the distance, when Webb drew his knife, with a distance, and he succeeded, therefore, it stabbing his wife sear the heart. She was holding on to her box net-string with her left hand. The knife passed through the hand and some three inches upward, partly between the muscles, and probably passentated the lung. She was quite faint several hours after, and may yet prove to be mortally wounded.

"Notwithstanding he was hancked down by two son and secured, he succeeded in inflicting several dargerous wounds with the same instrument on him rell, in the region of the heart, but was alive at law accounts. He is under arrest by Haquire Hibley, and Jill have his examination as soon as he to also be bear it."

P. S.—We are informed by a gestlemae who out? "One Webb, of this town, had been to Scottsville

bear it."

P. S.—We are informed by a gestieman who oace through Rush this morning on the care, take his Webb died of her wounds pasterday, and that the husband, who ufficted the wounds is not expected to make the care of the care of